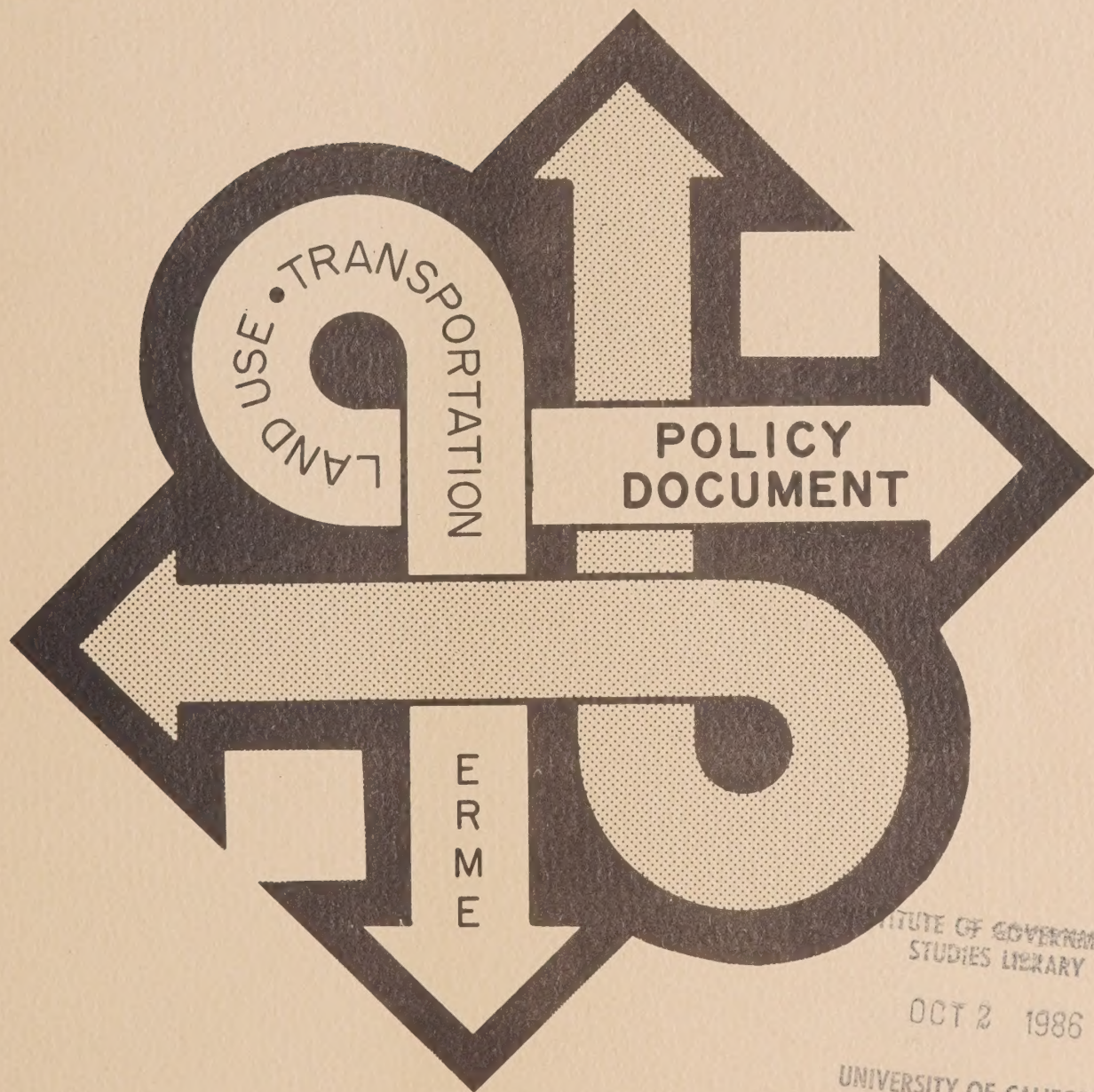


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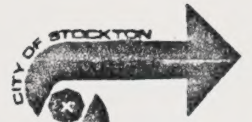


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CITY OF STOCKTON GENERAL PLAN-2000



STOCKTON GENERAL PLAN 2000

POLICY DOCUMENT



STOCKTON CITY COUNCIL

WHEREAS, the Planning Commission of the City of Stockton has, pursuant to Part V of Chapter 16, Sections 16-126 et seq. of the Stockton Municipal Code, caused to be prepared a comprehensive, long term general plan for the physical development of the City and of the land outside its boundaries which, in the judgment of the Planning Commission, bears a relation to its planning, and

WHEREAS, the prepared General Plan consists of a map and goals and policies for the Land Use, Transportation, Conservation, Open Space, Seismic Safety, Safety and Scenic Highway Elements as required by law, and

WHEREAS, during the formulation of said elements of the General Plan, public officials and agencies, public utilities, civic, educational, professional and other organizations and citizens were consulted and advised with generally to the end, that maximum coordination of plans were secured and properly located sites for all public purposes are indicated on said General Plan, and

WHEREAS, said General Plan has been referred to other planning agencies as prescribed by law, and

WHEREAS, the Planning Commission has held community meetings and a public hearing on the adopted of said elements of the General Plan and has given all interested persons an opportunity to be heard, and

WHEREAS, the Planning Commission at a duly noticed public hearing, approved said General Plan and recommends said General Plan to the City Council for adoption as Official Plans, and

Resolution No.

STOCKTON CITY COUNCIL

WHEREAS, the Council of the City of Stockton duly noticed and conducted a public hearing on September 6, 1978, on the adoption of said elements as Official Plans of the City of Stockton and gave all interested parties an opportunity to be heard.

NOW, THEREFORE, THE COUNCIL OF THE CITY OF STOCKTON HEREBY RESOLVES, FINDS AND DETERMINES AS FOLLOWS:

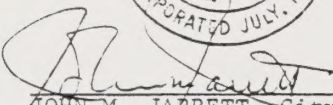
1. The map and goals and policies for the Land Use, Transportation, Conservation, Open Space, Seismic Safety, Safety and Scenic Highway Elements recommended by the Planning Commission are hereby adopted, as modified by said Council as Official Plans of the City of Stockton as more particularly set forth in Exhibit "A" attached hereto and made a part hereof by reference.

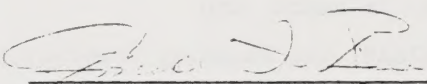
2. The modification to said Elements approved by the Council for the City of Stockton were previously considered by the Planning Commission during their hearings on said Elements.

PASSED, APPROVED and ADOPTED this 11th day of September, 1978.

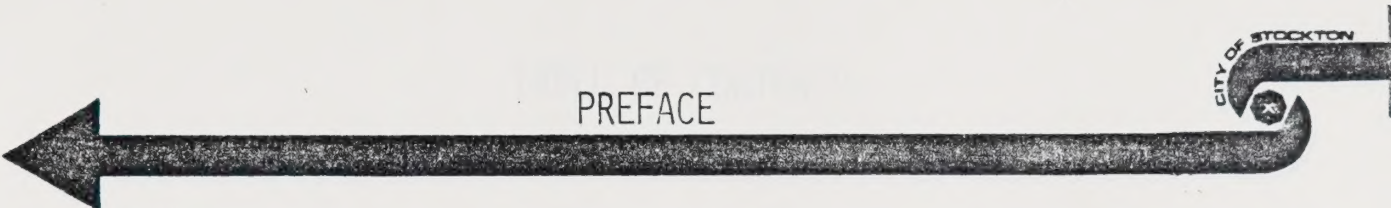


ATTEST


JOHN M. JARRETT, City Clerk of the
City of Stockton


ARNOLD I. RUE, Mayor of the
City of Stockton

Distribution:
Community Dev./Planning



PREFACE


The City of Stockton has pursued an intensive two and a half year effort to update its General Plan in light of changing social, political, legal and economic conditions. Population, land use, transportation and environmental studies were conducted as components of the General Plan revision process. This document is the culmination of these studies and recommendations of citizens, the Stockton City Planning Commission and City Council.

During the process of General Plan development, the Planning Division formulated policies and three alternative General Plan concepts. The Planning Commission during workshop sessions reviewed the three alternatives for growth, titled Infill Growth, Balanced Growth and Decentralized Growth and tentatively selected the Balanced Growth Alternative and a set of goals and policies for publication in a map and document. These publications were reviewed by the public in a series of neighborhood meetings. After another series of workshops, the Planning Commission held a public hearing and approved the Balanced Growth Alternative. The City Council modified this recommendation by adopting an alternative that included a municipal lands reserve concept with nine accompanying policies. However, the circulation of a petition and subsequent vote by the City's electorate created yet another alternative and it is this concept that now provides the basis for Stockton's General Plan 2000. A unique feature of this plan is the requirement for voter approval before expansion can occur in territory the City Council had formerly designated as Municipal Lands Reserve.

TABLE OF CONTENTS

CITY OF STOCKTON
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	PAGE
INTRODUCTION	1
DEFINITIONS	4
ASSUMPTIONS ABOUT THE FUTURE	5
GENERAL GOALS	6
LAND USE ELEMENT	7
TRANSPORTATION ELEMENT	25
ENVIRONMENTAL RESOURCES MANAGEMENT ELEMENT	34
IMPLEMENTATION TECHNIQUES	47
APPENDICES	48



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INTRODUCTION

BACKGROUND

In 1976, it became apparent that the 1970 Stockton General Plan no longer provided a meaningful guide to development activity within the metropolitan area. The following factors indicated the need for a major re-evaluation and revision:

- Anticipated population growth is now lower than projected in 1970.
- Public concern for the environment and the skyrocketing costs of public services have raised questions about the cost of sprawl and the benefits of continued growth. These concerns were translated into the adoption of provisional growth limit boundaries in north Stockton.
- Developments not indicated on the adopted General Plan had been approved and constructed resulting in piecemeal revisions.
- New state legislation had broadened the scope of local General Plans by requiring elements which were not included in the adopted General Plan.
- Adoption of General Plan 2000 concluded two and a half years of intensive effort that included numerous workshops, community meetings and public hearings and involved neighborhood groups, the Planning Commission, City Council, City staff and other public agencies. As a result, this document reflects a community effort, not just the work of professional planners.

Contents

The revised General Plan consists of two basic components--a policy document and a map. These components are, in turn, organized into various elements and an environmental impact report.

Policy Document - Rather than rely almost solely on a map for seeking direction in making land use decisions, as it has in the past, the City Council adopted a policies plan format. This format was selected as the one most capable of clearly identifying all the issues, goals, policies, and implementation measures that comprise the plan. It spells out goals for physical development towards which the plan is striving and then identifies a series of policies that serve as guides for achieving those goals.

The Policy Document addresses such issues as the timing and location of new growth, balancing transportation modes and the preservation of environmental resources.

Map - The General Plan map serves the important function of graphically illustrating the appropriate locations for proposed land uses. The revised General Plan is divided into ten land use categories as well as indicating major streets and highways and major public facilities.

Elements - The Planning and Zoning laws of the State of California mandate that a General Plan shall consist of nine specific elements--Land Use, Housing, Transportation, Conservation, Open Space, Safety, Seismic Safety, Noise and Scenic Highways. The General Plan 2000 also includes a discretionary element, Parks and Recreation. For the sake of clarity, the City has reduced these to three major elements--Land Use, Transportation, and Environmental Resources Management (ERME). This reduction was achieved by consolidating elements related to environmental preservation and safety (Conservation, Open Space, Safety, Seismic Safety, Noise and Scenic Highways) into a single element, the ERME.

One of the required elements, Housing, has been retained as a separate document, not part of General Plan 2000, because of its programmatic nature.

Amendments

The word "general" is a key to understanding the nature of the goals and policies that make up the plan. It implies overall agreement on major goals without binding the plan in a straight jacket of inflexibility; it implies variation while working toward common goals and it implies adjustment as changing conditions may dictate. A properly administered general plan demands flexibility, but the integrity of the plan must be maintained if it is to be an effective instrument of public policy. If the plan is subjected to capricious changes, it will lose its credibility. The City Council, therefore, follows a policy that limits the number of times the plan can be amended to three per year and has established the months of January, May and September as amendment months. The purpose of the limitation is to set aside a review period for independent study to determine the interrelationship between various amendment proposals.



DEFINITIONS

POLICY PLAN

A general plan in a policy format consists of a series of statements about where the City is going and how it intends to arrive there. The policies are inter-related, flowing from general goals to more detailed action proposals. The policy plan is designed as a process involving several levels, defined below.

ASSUMPTIONS

Conditions expected (or not expected) to occur during the planning period which are arrived at by consensus. They establish the parameters and the context within which the projections of future growth are developed.

GENERAL GOALS

Broad general expressions identifying the City's ultimate ideals toward which all efforts are directed during the planning period.

ISSUES

Matters of concern raised in the General Plan but not necessarily completely resolved. The goals and policies relate to particular issues in an effort to provide a comprehensive approach by which that issue may be resolved.

BASIC OBJECTIVES

General expressions, regarding a particular General Plan Element, identifying the City's ultimate ideals toward which all efforts are directed during the planning period in order to achieve the more comprehensive general goals.

SPECIFIC GOALS

A more specific level of policy relating directly to particular components or subsections of the General Plan elements which provide a framework for detailed decision-making and point the way to more specific policies.

POLICIES

Guidelines to be followed in the decision-making process to bring about the attainment of specific goals. They are intended to guide change and growth that will occur during the planning period.

IMPLEMENTATION TECHNIQUES

Specific recommendations and programs aimed at the attainment of the goals and policies outlined in the General Plan.



ASSUMPTIONS ABOUT THE FUTURE

- The economic structure of the Stockton metropolitan area will experience no radical changes and will continue to exhibit a modest but steady growth rate.
- Population growth and the demand for new housing will continue to expand over the planning period but at a reduced rate from that experienced over the past 25 years.
- While the single-family home will remain the dominant form of housing, the number of multi-family units added to the housing stock will increase at a greater rate.
- There will be continuing pressure for urban development within the fringe areas of metropolitan Stockton, particularly in the north.
- Commercial activities and the need for commercial space will grow at a greater rate than population growth but at a lesser rate than has been experienced in the past.
- The role of non-agriculturally oriented industries in Stockton's economy will continue to expand.
- The automobile will continue to be the basic form of transportation in the Stockton metropolitan area, although the use of other transportation modes will continue to expand.
- The proportion of funds available for the construction of major streets and freeways will not reach the levels once achieved in the late 1960s and early 1970s.
- The available supply of petroleum will continue to decline, causing an increased emphasis on the development of new strategies for the efficient use of all transportation systems.
- A greater environmental awareness on the part of the community will play an increasingly important role in the City's decision-making process.
- Additional leisure time will increase demands for cultural, educational, and recreational services and facilities.



GENERAL GOALS

The Stockton General Plan 2000 is a document intended to encourage the realization of the following goals:

1. To achieve orderly development by providing a workable design for urban growth.
2. To secure a well-ordered, healthy economic environment and equal employment opportunities for all residents.
3. To achieve a well-balanced land use pattern to meet the needs of all residents.
4. To promote a sufficient quality and variety of decent, safe, and sanitary housing units to meet the needs of all residents within an optimum neighborhood environment.
5. To establish a balanced transportation and circulation system which will provide for the efficient movement of people and goods with the least interference to adjacent land uses.
6. To provide for high-quality educational, cultural, and recreational opportunities for all residents.
7. To eliminate substandard conditions and encourage the conservation and rebuilding of older sections of the community through public action, private investment or joint cooperation.
8. To preserve and enhance a high-quality environment that at all times is healthful, safe, and pleasing.
9. To actively involve citizen participation in the community's comprehensive planning and development programs.
10. To coordinate City of Stockton plans, policies, and programs with those of San Joaquin County and other public and private agencies to assure maximum benefit from cooperative action.



INTRODUCTION

A comprehensive land use plan has two major functions--protection of existing developments and providing for orderly future growth. The provision for orderly growth in new areas is the most important goal of Stockton's Land Use Element. This goal is accomplished by directing new uses to locations where they are complementary with neighboring activities and are not a burden to existing facilities. It is toward the achievement of this goal that the Land Use Element can have the greatest impact on long-range City policy. New urbanization normally takes place on vacant lands. This allows a community greater opportunity for innovation and directional control. This is contrasted to the built areas of the city where existing developments reduce the possibility for major change.

Existing land use patterns are also an important consideration in the Land Use Element. The arrangements of those activities already in place--houses, stores, factories and public facilities--represent an enormous capital investment. With such a large investment at stake, changes in established land use patterns evolve slowly. As a result, the Land Use Element functions as a protective mechanism in the built areas of the City, one which buffers existing activities from the impact of adverse or incompatible uses rather than as an agent of major change.

A major component in Stockton's Land Use Plan, and one of its greatest challenges, is the adoption of policies which provide a balance between market demands for additional land and those forces in the community wishing to restrict uncontrolled sprawl. In order to resolve the issue of growth or restraint and to recognize that different land use components have different space requirements and varying degrees of compatibility, the element is divided into five subcategories--Urban Growth and Development, Residential, Commercial, Industrial and Public Facilities. Each subcategory consists of policies for directing the private and public use of land until the twenty-first century.

MAJOR LAND USE ISSUES

URBAN GROWTH AND DEVELOPMENT

ISSUE 1 - THE EXISTING CITY

What can be done to redirect growth, away from the northern fringe, toward older urbanized areas in order to revitalize the existing city?

ISSUE 2 - EFFICIENCY AND SERVICES

How can the City maximize tax dollar efficiency and provide an equitable level of services to all its residents?

ISSUE 3 - INTERGOVERNMENTAL COOPERATION

How can the City foster intergovernmental cooperation and coordination to maximize the effectiveness of local policies?

ISSUE 4 - THE ENVIRONMENT

How can the City assure and maintain environmental quality and preserve valuable agricultural land while promoting logical and efficient urban growth?

ISSUE 5 - MUNICIPAL LANDS RESERVE

How can the City provide for its projected growth needs and accommodate the potential of accelerated demand?

RESIDENTIAL LAND USE

ISSUE 1 - MEETING DIVERSE HOUSING NEEDS

How can the City provide opportunities for a variety of housing types and densities to satisfy the needs of the various age and socio-economic groups in the community and encourage a more diverse mixture of population within neighborhoods?

ISSUE 2 - GUIDING FUTURE RESIDENTIAL DEVELOPMENT

How can the City insure an efficient allocation of land for future residential development to prevent additional pressures on the cost of housing while concentrating residential growth and preserving agricultural lands?

ISSUE 3 - CONSERVING AND ENHANCING THE QUALITY OF RESIDENTIAL NEIGHBORHOODS

How can the City promote and upgrade the quality, character and sense of identity of its neighborhoods and how can these neighborhoods be maintained as safe, healthful and aesthetically pleasing places in which to reside?

COMMERCIAL LAND USE

ISSUE 1 - LOCATIONAL CHARACTERISTICS

Can commercial land use activities be maintained in centralized, compact locations thereby retaining the advantages of comparison shopping, reducing sprawl and combating the unsightly effects of strip development?

ISSUE 2 - ECONOMIC STABILITY

What measures can be taken to sustain the economic viability of existing commercial establishments while at the same time recognizing the need for an expanding commercial sector as a means of supporting economic growth?

ISSUE 3 - CITY CENTER

Can the City Center regain its former status as a focal point of retail commercial activity or should other activities be encouraged to locate there?

INDUSTRIAL LAND USE ISSUES

ISSUE 1 - ADEQUATE LAND SUPPLY

Will there be enough land in suitable locations for those future industrial activities necessary to support a viable local economy?

ISSUE 2 - ORDERLY INDUSTRIAL DEVELOPMENT

What are the actions necessary to insure that industrial activities locate on lands adequate to their needs, but at the same time easily served by existing urban systems?

ISSUE 3 - CONFLICTING LAND USES

While there is a need to attract industrial development to support a diversified, viable economy, there is also a need to protect adjacent uses from the environmental hazards that can be created by such development. How can this be accomplished?

PUBLIC FACILITIES

ISSUE 1 - ACCESS

What means can be taken to assure the accessibility and convenience of governmental facilities to the public?

ISSUE 2 - REDUCING IMPACTS

Can the maximum use of public facilities be encouraged while reducing impacts on nearby land uses to a minimum?

ISSUE 3 - PUBLIC FACILITIES AS A RESOURCE

How can the full potential of public facilities as community resources be realized?

BASIC LAND USE OBJECTIVES

1. To guide the timing and sequence of Stockton's urban growth so that it is logical, efficient, and environmentally, as well as fiscally, sound for the residents of the community.
2. To adequately meet the diverse residential needs of all present and future residents of the community within an optimal neighborhood environment.
3. To establish a commercial land use pattern that is compatible with surrounding uses, visually attractive and related to need.
4. To maximize the desirability and functional efficiency of industrial sites.
5. To provide a wide range of accessible public facilities with a minimum of impact on surrounding uses.

SPECIFIC GOALS AND POLICIES

URBAN GROWTH AND DEVELOPMENT

Goal 1

To promote development and redevelopment within areas already adequately served, or which may be readily served, by municipal utilities and services in order to maintain, reinforce and revitalize the existing urbanized area.

Policies:

1. Where inadequate, supply municipal services at sufficiently high levels to encourage and retain development within the existing urbanized area.
2. Develop incentives to encourage the revitalization of existing urbanized areas.
3. Utilize the land assembly capacities of the redevelopment process to provide usable parcels of land.

4. Emphasize projects in the capital improvements program which encourage public and private conservation, rehabilitation, and redevelopment.
5. Place a major emphasis on development within the Stockton central area and older portions of the City.
 - a. Promote sound residential development within the vicinity of the central area in order to strengthen the viability of the Central Business District.
 - b. Provide an innovative transportation system within the vicinity of the central area in order to improve access to employment, shopping, recreation, and cultural opportunities.
 - c. Review applications for rezoning to assure conformance with placing major developmental emphasis on the central area.
6. Encourage the development of vacant bypassed parcels, surrounded by served development, and within the existing urbanized area in order to obtain a more compact and efficient pattern of urban development.
7. Increase urban densities to levels sufficient to economically support urban services by encouraging the use of the "mixed use" or "planned unit development" concepts.
8. Eliminate substandard conditions and facilitate the conservation and rehabilitation of older neighborhoods by promoting and utilizing all Federal, State, and local programs aimed at preservation, encouraging private investment and participation, and joint Federal, State, local and private cooperation.

Goal 2

To maximize tax dollar efficiency and provide an equitable level of services to all City residents by guiding new growth to more efficiently utilize existing service networks, thereby preventing urban sprawl and the wasteful use of land.

Policies:

1. Discourage inefficient external growth by phasing fringe development in an orderly fashion which promotes the efficient operation of the urban system and a quality environment.

2. Vacant lands already served by municipal services shall receive development priority over vacant unserved lands.
3. Encourage urban development to locate in such a way that the urban service delivery systems can be expanded in a fiscally and environmentally sound manner.
4. Urban services shall be provided only to those areas designated for urban development on the General Plan map.
5. Subdividers must provide all public facilities that serve their developments and bear the capital costs of oversizing any facilities as deemed necessary by the City to serve future growth in nearby and intervening areas.
6. Design and construct urban service networks to manage and control the direction and timing of urban growth and development.
7. Collect municipal tax revenues and fees according to criteria which equitably distribute the costs of municipal services.
 - a. Continue to collect the assessment of "development fees" on new construction which would cover the capital costs of service facilities.
 - b. Periodically review and update all municipal fees in accordance with actual costs.
8. Developers shall bear all or a portion of the costs necessary to extend major roadways or local streets over physical barriers including but not limited to watercourses, railroad tracks and utility easements.
9. Land should be annexed only where it is served or may be readily served by municipal service networks.
10. Seek State legislation which would enable the City greater freedom to annex contiguous urbanized areas which are now urban in character, including unincorporated islands.
11. Seek State legislation which would enable cities to better utilize tax incentives as a means of plan implementation.
12. A "master plan" for circulation networks must be developed prior to approving new development in the urban fringe.

Goal 3

To foster intergovernmental cooperation and coordination in order to maximize the effectiveness of local policies which strive toward guiding the timing and sequence of Stockton's urban growth and development.

Policies:

1. Seek adoption and implementation of the City's growth policies by the San Joaquin County Board of Supervisors to enable the City to effectively control the pattern and timing of development within the City's fringe growth areas.
 - a. Seek from the Board of Supervisors recognition and adoption of the City's fringe area policies and the premise that no development will be approved contrary to the plan.
 - b. Request from the Board of Supervisors that actions be taken to eliminate Interim Protected Agriculture zoning and that precise zoning be adopted in conformance with the City of Stockton plans.
 - c. Cooperate with the San Joaquin County Board of Supervisors toward the adoption of similar City and County ordinances related to the establishment of development fees and the dedication of school and park sites within the Stockton metropolitan area.
 - d. Request from the Board of Supervisors that all development proposals within the Stockton metropolitan area be referred to the City Council for action, and that the City's actions be upheld in all such cases.
2. Seek from the Board of Supervisors assurances that they will terminate the expansion of duplicating urban services within unincorporated urbanized areas of metropolitan Stockton and will encourage annexation of these areas to the City.
3. Seek from the Board of Supervisors assurances that concentrations of residential home sites within the City's sphere of influence which cannot be served by municipal service networks shall not be expanded.
4. The City will work with the County to coordinate the provision of utility services to existing urbanized unserved areas where annexation is not feasible and where it does not conflict with the City's General Plan.

5. Work with the Local Agency Formation Commission to reduce the number of special districts and to consolidate urban service systems throughout the Stockton metropolitan area.
6. Support the concept of regional planning by participating in the San Joaquin County Council of Governments and coordinating City plans and programs with those of the Council of Governments.
7. Seek a cooperative planning effort between the City and the metropolitan area school districts whereby:
 - a. The school districts coordinate their school development programs with City plans, policies, and projected population growth, and
 - b. The City refers all new development proposals to the respective school district for their review and action to determine if a particular project can be accommodated before the City takes action.
8. Seek from the County Assessor assurances that lands not designated for urban growth on the General Plan shall not be taxed as such regardless of their proximity to existing developments.
9. Seek State legislation to give the City extraterritorial control over all development on its urban fringe.

Goal 4

To assure and maintain environmental quality and preserve valuable agricultural land while promoting logical and efficient urban growth.

Policies:

1. Avoid the wasteful and inefficient sprawl of urban uses into agricultural lands surrounding the urban area by regulating the location of those uses to minimize the consumption of agricultural land and other open areas containing valuable natural resources or scenic beauty.

2. Recognize physiographic factors such as flood vulnerability and unstable soil characteristics as urban growth limiting factors.
3. Direct urban growth, particularly residential development, to avoid locating in areas which are subject to adverse environmental impacts generated by neighboring land uses which cannot be adequately mitigated.
4. Direct noise sensitive uses away from critical noise areas.
5. Seek to preserve environmentally sensitive areas, such as the Delta, and areas of archaeological or historic value for the benefit of present and future generations.
6. Promote aesthetically pleasing and environmentally sound urban development by encouraging greater design flexibility and through the use of various land development controls, as deemed appropriate.
7. Develop and implement strict architectural controls for all land uses, except single-family homes, for all parts of metropolitan Stockton and establish an architectural review board to maintain high architectural standards.
8. Encourage the use of energy efficient building designs and transportation systems as well as other measures to conserve energy resources in the process of urban development.

RESIDENTIAL LAND USE

Goal 1

To promote a variety of housing types and densities for the metropolitan area that will attempt to satisfy the needs of the different age and socio-economic groups and encourage a more diverse mixture of population within neighborhoods.

Policies:

1. Incorporate a variety of housing types, costs, and densities into all segments of the community through a program of incentives.
2. Stimulate a diversity of housing types and densities and increase design flexibility throughout the community by encouraging the utilization of planned unit residential developments in the midst of residential neighborhoods.
3. Pursue all feasible strategies to assist in the provision of adequate rental and purchase housing for low- and moderate-income families.
4. Encourage renewal and rehabilitation of existing residential neighborhoods.

Goal 2

To provide for an orderly pattern of efficient, consolidated residential development in coordination with the provision of urban services and facilities.

Policies:

1. The neighborhood will be utilized as the basic planning unit in maintaining and extending residential areas and will be identified as: a cohesive unit developed around a centrally located meeting place with its own internal street system and neighborhood shopping, and a population of 3,000 to 5,000.
2. Future residential development shall be phased with priority given to development within the existing urbanized area and then to fringe areas immediately adjacent to, and partially surrounded by, existing urbanization.
3. The utilization of vacant bypassed parcels, surrounded on four sides by served development, and within the existing urbanized area of the City, will be encouraged in order to obtain a more compact and efficient pattern of urban development.

4. Locate urban residential development only where adequate public services and facilities can be economically provided.
5. A mixed use concept shall be encouraged whereby residential uses are combined with other uses into a single integrated development project given certain conditions and performance standards.
6. Low-, medium-, and high-density residential uses may locate and develop under conventional density standards, but are encouraged to locate as integral parts of a balanced planned unit residential project and protected from incompatible land uses.
7. High-density residential uses primarily serving those families and individuals without dependent children shall be encouraged to locate in the City Center and near other large commercial centers where there exists the necessary public facilities to support such densities and where the residents can, in turn, support the area's commercial activities.
8. Residential uses should avoid locating in areas which are subject to adverse environmental impacts generated by neighboring land uses.
9. Recognize physiographic factors such as flood vulnerability and unstable soil characteristics as limiting factors to residential development.
10. Regulate the location of housing to minimize the consumption of agricultural lands and other open areas containing valuable natural resources or scenic beauty.

Goal 5

To assure and maintain a safe, healthful, and aesthetically pleasing environment for this community's residential neighborhoods and to conserve and enhance distinctive neighborhood identities.

Policies:

1. Eliminate substandard conditions and facilitate the conservation and rehabilitation of older neighborhoods by promoting and utilizing all Federal, State and local programs aimed at preservation, encouraging private investment and participation, and joint Federal, State, local and private cooperation.
2. Satisfy the need for a variety of housing types and designs by encouraging the provision of various densities, structural types, and building patterns with flexible lotting and setback requirements throughout the community in order to prevent monotonous development patterns.
3. Establish performance standards to specify levels of various environmental factors such as traffic volumes and noise levels which must not be exceeded in residential areas.
4. Encourage the compatible integration of residentially supportive land uses within neighborhoods, such as parks and other open space, neighborhood schools, appropriate commercial uses, and other public facilities and services.
5. Conserve and enhance distinctive neighborhood identities by preventing the intrusion of incompatible land uses, increased traffic volumes and other potentially blighting influences.

COMMERCIAL LAND USE

Goal 1

To guide the location of commercial facilities to areas where they are complementary to and compatible with surrounding land uses and will visually enhance their environment.

Policies:

1. Strip commercial zoning shall be discouraged but where permitted, the construction of frontage roads, and access controls shall be encouraged to reduce traffic congestion and the use of landscape, setbacks and sign controls shall be utilized to create an aesthetically pleasing environment.

2. The compatible integration of commercial and residential uses shall be encouraged.
3. Offices not characterized by a large number of employees should be permitted outside the City Center but confined to locations near existing major office space concentrations.
4. Commercial activities shall be encouraged to locate on one corner of two major intersecting streets.
5. Signing in a commercial development shall be planned to complement rather than detract from its overall design or the design of its surrounding environment.
6. Neighborhood commercial centers serving the residents of one neighborhood may be permitted at the intersection of local streets.
7. Clustering of commercial uses shall be encouraged and the splitting of commercial clusters or centers by roadways shall be discouraged.
8. Where commercial uses are located in a residential neighborhood, residential uses shall be buffered from the commercial uses.
9. All new commercial developments shall be subject to site plan reviews to determine their conformance with those landscaping, setback, parking lot design and signing standards established by the Planning Commission.

Goal 2

To suggest commercial facilities at those locations where it appears their economic vitality can be sustained.

Policies:

1. Zoning which permits the location of either neighborhood, community or regional shopping centers shall be in accordance with principles related to location, size, access, and market area.

2. It is anticipated that there will not be a need for another regional shopping center within the Stockton metropolitan area during the planning period and any attempts to establish one should not be encouraged.
3. The continued concentration of medical offices and support facilities shall be encouraged near hospitals.

Goal 3

To continuously reinforce the City Center as a strong, regional center for office employment, finance, government, entertainment, tourism and culture and the focal point of transit systems.

Policies:

1. Office uses, particularly those characterized by large numbers of employees, such as office headquarters, shall be encouraged to locate in the City Center.
2. High-density residential uses primarily serving those families and individuals without dependent children shall be encouraged to locate in the City Center and near other large commercial centers where there exists the necessary public facilities to support such densities and where the residents can, in turn, support the area's commercial activities.
3. Major governmental facilities, office buildings and the main library, shall be maintained in the City Center.
4. Major entertainment, sports, lodging, and convention facilities shall be encouraged to locate in the City Center.
5. Specialized commercial and other activities which thrive on clustering and serve the needs of office workers and residents shall be encouraged in the City Center.
6. Within the City Center, environmental quality shall be enhanced through such measures as public investment, landscaping, architectural and sign controls, provision of adequate off-street parking for patrons and employees and loading facilities to create a pleasant atmosphere in which to live and shop.

INDUSTRIAL LAND USE

Goal 1

To create the opportunity for development of a wide range of industrial enterprises by making land available at locations efficient for industry.

Policies:

1. Industrial zones should be located in areas with easy access to multiple modes of transportation having local, state and national connections.
2. The clustering of industrial uses into units which have common needs and are compatible shall be encouraged in order to maximize their efficiency.

Goal 2

To promote the orderly development of industrial activities in coordination with the provision of local services.

Policies:

1. Industrial activities shall be encouraged to locate where municipal services are available including adequate sewer and water facilities as well as easy access to transportation lines.
2. All new industrial developments shall be subject to site plan reviews to determine conformance with those landscaping, set-back standards established by the Planning Commission.
3. The zoning of additional lands for industrial uses shall be considered in light of the large number of acres now zoned industrial which are vacant.

Goal 3

To guide new industrial development to locations where their activities and the activities of neighboring land uses will not conflict.

Policies:

1. Industrial zoning shall be discouraged in locations where access conflicts with neighboring land uses.
2. In addition to the design standards required of all new uses in industrial zones, additional controls in the form of performance criteria shall be required of such uses locating near residential or commercial activities to mitigate any potentially adverse impacts.
3. Efforts shall be undertaken to rezone those vacant industrial lands in areas where their development with industrial activities would adversely impact surrounding neighborhoods.
4. Efforts shall be undertaken to rezone into a reserve category those vacant industrial lands where there has been no development activity over an extended period of time.
5. Where possible, distances between residential concentrations and employment centers should be minimized.
6. New residential developments shall be located to avoid conflicting with existing or planned industrial uses.

PUBLIC FACILITIES

PUBLIC SCHOOLS

Goal 1

To promote the effective utilization of existing educational facilities and to maximize their use as community facilities.

Policies:

1. Schools shall be used as community centers with as complete a range of services as possible.
2. City parks, whenever practical, shall be developed in conjunction with elementary schools.

3. New residential developments shall be encouraged to locate in those areas where adequate school facilities are available.

Goal 2

To locate schools on sites that are safely and easily accessible within a residential environment.

Policies:

1. Elementary schools should be located within residential neighborhoods and should have a proximity of one mile between schools. Elementary schools should be located where students need not cross major streets.
2. Junior and senior high schools should be located with convenient access to major streets and public transportation.
3. School districts shall be encouraged to provide sufficient off-street parking on school sites for both normal use and for special events.

GOVERNMENTAL FACILITIES

Goal 1

To establish governmental facilities where they are accessible to the public and are compatible with the area in which they are located.

Policies:

1. Governmental and semi-public agencies shall continue to be encouraged to locate their major concentrations of employment in the City Center.
2. Branch facilities shall be located on sites accessible to major streets and convenient to public transportation routes.
3. Every effort should be made to make facilities operated by governmental and semi-public agencies attractive and complimentary to their environment.

4. The clustering of branch offices of different public service agencies shall be encouraged whenever possible.

FIRE AND POLICE SERVICES

Goal 1

To maximize the efficiency of the protective services and to increase their accessibility to all areas of the community.

Policies:

1. Where feasible, police facilities shall be dispersed throughout the City to promote a communication link between law enforcement officers and residents of nearby neighborhoods.
2. Fire stations should be located on those sites which provide the most acceptable response times.
3. Unification of fire protection services within the metropolitan area shall be sought by means of annexation, contractual services or the formation of a metropolitan fire district.

LIBRARY SERVICES

Goal 1

To provide a system of library services convenient and accessible to all segments of the population.

Policies:

1. Library services should be taken to where the people are located by means of a system of branch libraries, bookmobile services and book deposits in community facilities.
2. Branch libraries should be located on sites which are highly visible, and are easily accessible to all forms of transportation.
3. In establishing library facilities, places of high pedestrian activity such as shopping centers are preferable to isolated locations.

INTRODUCTION

Transportation is the process by which people and goods move within, to, and from the planning area, and is one of the major determinants of the direction of growth and the physical form of development in Stockton. The planning of a transportation system is concerned with maximizing accessibility for essential movements among various activities, giving due consideration to safety, comfort, and amenity, as well as economy and environmental quality. The transportation system of the Stockton metropolitan area must accommodate a complex combination of automobiles, trucks, trains, ships, and bicycles, as well as transit vehicles and pedestrian traffic. Because of the tremendous variety of modes of transportation existing in the planning area, a comprehensive and flexible plan is required which will encourage the development of the entire transportation system, rather than the isolated development of one particular mode.

MAJOR TRANSPORTATION ISSUES

ISSUE 1 - ACCESS

What measures can be taken to assure that people and goods can reach their desired locations in the Stockton metropolitan area?

ISSUE 2 - TRANSPORTATION AND LAND USE

How can transportation and land use decisions be coordinated to maximize efficiency and minimize conflicts?

ISSUE 3 - ECONOMY AND EQUITY

How can the City maintain a cost-effective transportation system which will serve the entire planning area?

ISSUE 4 - ENVIRONMENTAL QUALITY

What measures can be taken to insure that the City's transportation system achieves present and future air quality standards, minimizes noise pollution, and conserves energy resources?

BASIC TRANSPORTATION OBJECTIVES

1. To increase access throughout the Stockton planning area.
2. To increase transportation efficiency through related land use decisions in the Stockton planning area.
3. To distribute transportation services fairly and economically throughout the Stockton planning area.
4. To minimize those impacts on the environment resulting from the transportation of persons or goods.

SPECIFIC GOALS AND POLICIES

STREETS AND HIGHWAYS

Goal 1

To develop a street and highway system for vehicle users and pedestrians which promotes the safe, efficient, reliable and convenient movement of people and goods throughout the Stockton metropolitan area.

Policies:

1. Significant trip generators shall be served by roadways adequate to provide good vehicular access with a minimum of delay.
2. Priority should be given to street and highway improvements that achieve added safety, lower maintenance costs, increased efficiency and facilitates the development of a multi-modal transportation system.
3. Wherever traffic interruptions or potential hazards justify the expenditure, the following shall be undertaken:
 - a. Minimize intersections along major roads.
 - b. Reduce the interference of abutting land uses with through traffic by means of design measures such as frontage roads, backup lots and planted strips.
 - c. Provide grade separations at all major railroad crossings.

4. Where feasible, traffic signals on all arterials shall be synchronized to facilitate the flow of traffic and to avoid unnecessary stops or delays.

Goal 2

To provide a street and highway system that minimizes adverse impacts on the environment and surrounding land uses.

Policies:

1. The construction of new road systems or the expansion of existing streets shall be evaluated in terms of their potential impacts on air quality and the generation of excessive noise.
2. Encourage measures in subdivisions which protect neighborhoods from the intrusion of through traffic.
3. Traffic signals shall be installed and synchronized as a means of improving air quality.

Goal 3

To design a street and highway system that guides physical development and is consistent with orderly growth.

Policies:

1. Streets and highways shall be constructed to coincide with the planning of urban growth patterns.
2. Development plans for land adjacent to existing or proposed arterials should not, to the extent possible, detract from the primary function of that roadway.
3. Wherever possible, future street and highway rights of way shall be protected through the adoption of specific plans.
4. Circulation systems will be defined for developing areas and where these areas are adjacent to the unincorporated fringe, the designs will be coordinated with the County.

5. Specific plans for roadways on the fringe of the City will be prepared in coordination with the County.

Goal 4

To develop a streets and highways system that is well integrated with all transportation modes.

Policies:

1. Public transit requirements shall be a consideration in the design of streets and highways.
2. In constructing or improving a local street and highway system, measures shall be taken, where feasible, to incorporate bikeways or pedestrian paths into the design of such facilities.

PUBLIC TRANSPORTATION

Goal 1

To create an inter-city public transit system which serves major facilities as well as achieving maximum compatibility and integration with other transportation modes.

Policies:

1. Companies operating inter-city busses should be encouraged to increase transportation efficiency by making stops at outlying major facilities such as San Joaquin County Hospital, Stockton Metropolitan Airport, Deuel Vocational Institute, Northern California Youth Center, and Sharpe Army Depot on their way into and out of Stockton.
2. The State should complete arrangements for a demonstration project linking Stockton to the Bay Area Rapid Transit system via inter-city bus; if this project is successful the route should become permanent and another demonstration project should link Stockton with Sacramento.

Goal 2

To develop an efficient public transit system that takes into consideration the transportation needs of all citizens.

Policies:

1. Service designed for the special transportation needs of the low mobility population in the planning area who are dependent on public transportation should be evaluated on a continuing basis. Where study shows that such needs are not being met, appropriate steps should be taken to meet these needs.
2. Feasibility studies should be undertaken to determine the need for (a) more rush-hour express and downtown business center routes, and (b) day and evening service to businesses, stores, educational facilities, and recreation in innovative forms of public transit.
3. An evaluation of public transit service improvements and routes should be conducted on a regular basis as the city develops.

Goal 3

To provide for a balance of public transportation modes.

Policy:

1. Improvements in the existing levels of service and the feasibility of designing new systems should be explored for the following forms of paratransit services:
 - a. Dial-a-Ride bus service for the handicapped.
 - b. Organized car pooling for regular trips, such as commuting to work.
 - c. Subscription bussing as an enlarged form of car pooling for major trip generators and big events.
 - d. Shared-ride taxi for more than one passenger to pool taxi fares.
 - e. Jitney service (shared taxi on a predetermined, fixed route) for certain times of the day on routes of heavy demand for commute or shopping.

Goal 4

To design a public transportation system that is in harmony with and supportive of sound land use planning.

Policies:

1. Through effective land use planning, the utilization of public transportation as well as non-motorized modes shall be encouraged in order to minimize adverse environmental impacts involving air quality, energy use, and noise levels.
2. Land use policies should favor the clustering of those activities known to generate high trip volumes.
3. Provision shall be made and facilities provided for high levels of transit services to such public places as schools, cultural and recreational centers, health facilities, clustered shopping areas and employment centers.
4. Public agencies responsible for capital improvements and community service programs shall be encouraged to relate the location and site design of these activities to existing or planned public transit services.

NON-MOTORIZED FORMS OF TRANSPORTATION

Goal 1

To provide adequate pedestrian and bikeway facilities for present and future transportation needs.

Policies:

1. Non-motorized forms of transportation (bicycle, pedestrian) should be considered an important alternative to either public transit or private automobile, and should be fully accommodated by the City's circulation system.
2. Increasing emphasis should be put on planning and building bikeways in the Stockton planning area to accommodate this growing form of transportation.

3. Where bicycle traffic is heavy, such as around schools, separate lanes in streets or distinct paths should be developed for the use of bicyclists.

Goal 2

To design and build in phases a system of bicycle and pedestrian paths and trailways for both functional and recreational use.

Policies:

1. The City should study the routes and paths drafted by various local agencies and recommend phased development of a bicycle and pedestrian path system throughout the planning area, to be paid for with accrued and future bikeway funds from the Stockton Capital Improvement Program and any direct Federal or State trailway funding programs for which the City qualifies.
2. Sidewalks and bikeways should be planned and laid out with shade, access, continuity and illumination as objectives.

RAILROADS

Goal 1

To develop abandoned railroad rights of way in such a manner that they may enhance the quality of life in the Stockton planning area.

Policies:

1. Upon announcement by any railroad company which operates in Stockton of its intension to abandon any track or switchyard space, the City should request first option from the I.C.C. to buy such property; it may then determine whether the City itself or some other private or public agency should be the purchaser of properties which may offer unique opportunities for community development.
2. Specific plans should be developed for reuse of proposed abandoned railroad company-owned parcels with City-wide significance. The specific plan should be developed with full participation and coordination by appropriate federal, state, county or regional agencies, the local financial and development industry, and affected community groups.

Goal 2

To protect the public from hazardous crossings, intersections and other transportation-related dangers.

Policy:

1. The City should continue to follow its policy of installing safety devices or grade separations where they are warranted.

Goal 3

To minimize adverse impacts resulting from railroad operations in the Stockton metropolitan area.

Policy:

1. The City should discourage all new noise sensitive land uses from locating in areas which cannot be sufficiently insulated against high levels of railroad generated noise.

AIR TRANSPORTATION

Goal 1

To develop an airport system capable of safely accommodating the future growth of both air commerce and general aviation.

Policies:

1. Because of conflicts with air carrier traffic, Stockton Airport's general aviation facilities (tie-down, hanger space) should only expand if they do not interfere with commercial air carriers.
2. Appropriate airports, airparks, and airstrips other than Stockton Airport should expand to meet small craft general aviation demand.

Goal 2

To encourage the development of Stockton Metropolitan Airport and the land around it as an economically productive entity.

Policies:

1. Airport improvements or expansion should be carried out in accordance with an adopted master plan for that facility.
2. Commercial/industrial developments requiring air service should be encouraged on developable land in the airport vicinity.
3. In developing or amending its General Plan, the City shall take into consideration plans developed for the Stockton Airport and its environs.

Goal 3

To minimize adverse impacts resulting from the operation of airports in the Stockton metropolitan area.

Policies:

1. Consideration of the aesthetics of Stockton Airport as a major portal to the City should be included in any plans developed for that facility.
2. Noise resulting from aircraft operations around Stockton Metropolitan Airport should be monitored on a regular basis to assess the impacts of such operations on nearby land uses.
3. The City's and the County's General Plans and zoning should be modified as necessary to protect present and future noise sensitive land uses near airports from adverse effects of high noise levels.

INTRODUCTION

A recent series of amendments to State Planning and Zoning Law has broadened substantially the responsibilities of cities and counties for the enhancement and protection of the state's natural and man-made resources. This concern has resulted in the requirement that all local jurisdictions must prepare six General Plan elements related to environmental protection. The six elements are: Open Space, Conservation, Seismic Safety, Safety, Scenic Highways and Noise. Also contained in the new legislation is the implicit desire by the State that local governments develop an integrated management approach to planning activities and implementation programs. As a means of achieving an integrated plan for environmental protection, Stockton has combined the six elements related to environmental issues into a single comprehensive Environmental Resources Management Element (ERME). This coordinated approach insures: (1) that natural overlap and duplication between six essentially similar elements is reduced; (2) that there will be a stronger relationship between the three mandated elements related to the man-made environment (Land Use, Housing and Transportation) than would be the case if there were nine separate and distinct elements; (3) that integration of the General Plan's EIR is facilitated by unifying all environmental concerns into a single component; and (4) that public understanding of problems related to environmental protection is simplified.

To adequately address those major environmental management issues, the ERME has been divided into five subcategories--Open Space, Conservation, Parks and Recreation, Safety, and Scenic Highways. The Noise Element will be integrated into the ERME at a future date.

MAJOR ENVIRONMENTAL MANAGEMENT ISSUES

ISSUE 1 - CONSERVATION OF NATURAL AND MAN-MADE RESOURCES

How can the City prevent the indiscriminate abuse of its natural and man-made resources to assure their continued availability for present and future generations?

ISSUE 2 - OPEN SPACE PRESERVATION

How can the City assure that limited and valuable open space lands and water areas are protected?

ISSUE 3 - MEETING DIVERSE RECREATIONAL NEEDS

How can the City provide a wide range of recreational services and facilities and determine the most appropriate park and recreation standards to meet the diverse needs of its present and future residents and visitors?

ISSUE 4 - MINIMIZING RISK TO PUBLIC HEALTH AND SAFETY

How can the City achieve for its residents a minimum of risk to life, personal safety, and property from both natural and man-made hazards which may affect the community?

BASIC ERME OBJECTIVES

1. To encourage the conservation and management of natural and man-made resources, to assure their continued availability for the use, appreciation, enjoyment and education of present and future generations.
2. To stimulate the creation and maintenance of an open space system balanced with other land uses to enhance the City's present and future environment.
3. To provide a variety of recreational services and facilities in the Stockton metropolitan area to meet the diverse needs of residents and visitors.
4. To achieve for all City residents a minimum of risk to life, personal safety, and property from both natural and man-made hazards which affect the community.

SPECIFIC GOALS AND POLICIES

CONSERVATION

Goal 1

To guide future urban development toward vacant or under-used land within the City and when necessary direct urban expansion toward less productive agricultural lands.

Policies:

In order to conserve our valuable land resource the City of Stockton will:

1. Extend City utilities or services only to developments occurring within the designated urban growth area.
2. Extend City utilities or services only to developments occurring within the designated urban growth area which are not premature to the logical extension of such utilities and services.
3. Retain in agriculture those soils capable of producing a wide variety of valuable crops until such time as the land is needed for urban expansion.
4. Support firm policies and ordinances by the County Board of Supervisors to protect County designated agricultural land.
5. Take a firm position against any development occurring in the County which is inconsistent with the City of Stockton General Plan.
6. Adopt or support programs which will encourage the development of vacant or under-used land within the existing urban area prior to expansion into fringe areas.

Goal 2

To conserve groundwater resources and prevent overdraft of existing groundwater supplies in order to ensure sufficient water supplies of good quality for all beneficial uses.

Policies:

1. Support the development and use of supplemental water supplies in order to eliminate overdraft of groundwater supplies.
2. Support well-monitoring programs and appropriate legislation to prevent groundwater overdraft.
3. Support studies and develop facilities for wastewater reclamation and reuse.
4. Develop, enforce, or support enforcement of water quality standards which will prevent pollution of all waterways.

5. Evaluate the water requirements of all growth-inducing projects and the availability of water resources to provide an adequate supply.
6. Support voluntary water conservation measures by all City residents.

Goal 3

To permit the profitable utilization of available mineral resources while protecting the natural environment and surrounding uses from the adverse effects of extraction operations.

Policies:

1. Ensure continuing, prompt and complete rehabilitation of extraction or exploratory sites.
2. Ensure that extractive resource deposits will be accessible when extraction becomes necessary.
3. Protect other natural resources from damage as a result of resource extraction and present incompatible land uses.

Goal 4

To maintain a high level of air quality for the protection of public health and welfare.

Policies:

1. Continue participation and cooperation in the Air Quality Maintenance Planning Program to insure that an effective mechanism be established at the local level to interface land use, transportation, and air quality planning and that this mechanism provide for attainment and maintenance of the National Ambient Air Quality Standards.
2. Enforce land use policies to reduce vehicle miles travelled and resultant emissions and avoid sensitive receptors near air emission sources.
3. Support a continuing program of regulatory measures and legal enforcements with regard to minimizing or preventing air pollution.

4. Cooperate with the State Air Resources Board, the County Air Pollution Control District, and other agencies in formulating and monitoring strategies and tactics to reduce air pollution emissions.
5. Evaluate proposed projects for their impacts on air quality and modify policies which will prevent or postpone attainment of clean air.
6. Amend the adopted General Plan to reflect pertinent recommendations in the Air Quality Maintenance Plan which will be adopted after the General Plan takes effect.

Goal 5

To conserve energy resources by encouraging energy efficient building designs and transportation systems as well as utilizing alternative sources of energy.

OPEN SPACE

Goal 1

To preserve and enhance natural and man-made resources including, but not limited to, areas required for the preservation of plant and animal life; habitat for fish and wildlife species; ecologically sensitive areas, such as the Delta, rivers, streams, sloughs, and historic and cultural resources.

Policies:

1. Protect and improve the quality of the Delta and other waterways, particularly for the protection and enhancement of fisheries.
2. Wherever possible support multi-use of existing waterways or water project areas and coordinate with County programs where appropriate.
3. Preserve or support the preservation of all water rights of way for open space and incorporate into the City's design structure where possible.

4. Protect the riparian habitat from permanent damage as a result of the development, operation, or maintenance of marinas, harbors, the Port of Stockton, and the Stockton Deepwater Channel.
5. Protect and enhance wildlife and natural vegetation for the preservation of species and fulfillment of aesthetic, recreational, educational and economic needs of present and future residents and visitors.
6. Provide or encourage the establishment and maintenance of fisheries and vegetative habitat in and along the City's waterways.
7. Develop methods to protect and preserve existing trees.
8. Recognize and preserve designated historical and cultural resources.
9. Continue the historic landmark preservation program.
10. Minimize any adverse environmental impacts resulting from urban development.
11. Develop methods, other than those already established by the State of California, to prevent or decrease air pollution.

Goal 2

To provide and maintain outdoor recreation areas for a wide variety of activities for City residents and visitors.

Policies:

1. Continue the program to obtain and develop parkland to meet the standards specified in the Parks and Recreation Section of the General Plan.
2. Wherever possible, preserve oak groves and other natural features for public benefit.
3. Encourage grouped residential developments to increase useable open space.

4. Continue to provide for landscaped median strips along major thoroughfares in order to enhance these street systems as aesthetic open space corridors.
5. Where appropriate, preserve utility rights of way for passive or active recreational open space.

Goal 3

To retain in open space any lands too hazardous for development.

Policies:

1. Establish restricted flood plain zoning on designated flood plains in order to protect both the private and public interest.
2. Promote the development and maintenance of flood control projects with a minimum destruction to natural resources.
3. Prohibit urbanization in areas not protected from 100 year floods.
4. Establish land use regulations as outlined in the Airport Land Use Plan and preserve in open space those areas too hazardous for development.

PARKS AND RECREATION

Goal 1

To provide a variety of recreational services and facilities in the Stockton metropolitan area to meet the diverse needs of residents and visitors.

Policies:

1. Provide park and recreation facilities to meet approved Park and Recreation Standards.
2. Provide parks which are designed to be safe from crime, easy to maintain,

aesthetically pleasing, accessible to users, and which fulfill the physical and psychological needs of people.

3. Seek the multiple use of available land resources for recreation purposes.
4. Provide parks and recreation services to enhance the quality of life of our citizens including the poor, minorities, those with limited mobility, the young, and the aged.
5. Seek new sources of revenue to finance the acquisition, development, maintenance and operation of additional public parks and recreation facilities.
6. Whenever possible, develop neighborhood parks in conjunction with elementary schools.
7. Continue to cooperate with other public and private agencies and institutions to assure maximum utilization and benefits of recreational lands and facilities.
8. Retain or acquire public title for access rights to the Stockton Channel and other waterways to facilitate access to fishing areas, nature trails, vista points and other water bank recreational uses.
9. Continue to establish and/or encourage bikeways and bike paths wherever need can be demonstrated.
10. In areas undergoing urban renewal and lacking park facilities within the desired service radius, acquire or encourage the reservation of neighborhood park sites.
11. Encourage the year round and expanded use of the San Joaquin County Fairgrounds (Second District Agricultural Association) as a recreational center.
12. Promote development of a sport, performing arts, cultural display and convention center complex within the central city, preferably in the immediate vicinity of the proposed Weber Point Marina.
13. Encourage a coordinated effort by the City, the County, and school districts to provide public swimming facilities at junior and senior high schools.

14. Promote the development of regional recreation opportunities to attract visitors to the Stockton metropolitan area.

SAFETY

SEISMIC SAFETY

Goal 1

To protect life and property and reduce adverse economic, environmental, and social impacts resulting from any seismic or other geologic activity.

Policies Related to Seismic Hazards:

1. The personal safety of all residents should take precedence over the protection of structures.
2. Structures utilized for large numbers of occupants, e.g., public and private schools and hospitals, should be designed to minimize the destructiveness of even the most severe probable earthquake in order to protect human life to the highest degree possible.
3. Structures designated for command control of emergency/disaster services and as emergency/disaster medical facilities should be designed to withstand the most severe probable earthquake and remain operational.
4. Assure that building codes and dangerous building ordinances are enforced to provide adequate structural safety in the event of serious earthquakes.
5. Assure that a program to provide effective emergency services in the event of seismic disaster exists and is kept up to date.
6. The effects of liquefaction and/or subsidence should be evaluated in the design of structures within those areas which are susceptible to these phenomena.
7. An inventory of vulnerable structures should be conducted to identify those structures which are likely to fail during an earthquake.

Policies Related to Other Geologic Hazards:

1. Establish a pattern of urban growth and development which recognizes the limitations of soils and physical features.
2. Prevent urbanization in the San Joaquin Delta because of severe soil limitations and other hazards as well as to preclude damage to this sensitive environmental resource.
3. All proposed structures, utilities, or public facilities located within recognized subsidence hazard areas should be located and constructed in a manner to minimize or eliminate subsidence damage.
4. Soil classifications and characteristics shall be considered prior to issuance of building permits. Soil investigations and special foundation design recommendations shall be required when, in the opinion of the Building official, site conditions and proposed foundation loads warrant such investigations and foundation design recommendations.

FLOOD HAZARDS AND CONTROL

Goal 1

To protect life and property from flood damage and to assure the adequate development and maintenance of flood projects for maximum protection of other resources such as habitat, fisheries or areas of scenic natural beauty.

Policies:

1. The City should actively encourage County, State and Federal governments to proceed with the West Stockton Levee Improvement Program to provide a satisfactory level of flood protection.
2. Future urban development shall be limited to areas with protection from "100 year" floods.
3. Regulations shall be prepared to limit and control development in "100 year"

flood hazard areas and flood protection in existing urbanized areas should be brought up to 100 year standards.

4. Flood hazards should be noted on parcel or subdivision maps.
5. The San Joaquin County and Cities "Dam Evacuation Plan" shall establish procedures for the evacuation and control of metropolitan Stockton and for subsequent re-entry into the community.

FIRE HAZARDS AND SERVICES

Goal 1

To reduce loss of life, injuries, damage, destruction of natural resources, and to deal effectively with the socio-economic disorder which could result from fires.

Policies:

1. Make protection from fire hazards a consideration in all planning, regulatory, and capital improvement programs.
2. Continue the use of fire prevention programs to increase public awareness.
3. Continue to review proposed development projects to insure that:
 - (a) there is an adequate peak load water supply for fire fighting,
 - (b) road widths, road grades, and turn around radii are adequate for fire fighting, and that
 - (c) structures are built to at least the minimum standards of the Uniform Building Code (UBC) and Uniform Fire Code (UFC) regarding the use of fire retardant materials and the incorporation of detection, warning and extinguishment devices.

CRIME HAZARDS AND CRIME PREVENTION

Goal 1

To provide for the protection of the public through effective law enforcement

and through the incorporation of crime prevention features into development projects.

Policies:

1. Encourage cooperation among law enforcement agencies (City, County, State, and Federal) to ensure coordination and back-up law enforcement assistance in emergency situations.
2. Scattered urban development and unincorporated fringe development around the City is difficult and expensive for law enforcement agencies to service and therefore must be discouraged.
3. Defensible space design of buildings and subdivision projects shall be considered in the review of projects to insure that crime inviting features are mitigated.
4. To reduce the risk of crime at little public cost, the City shall encourage the continued use of citizen action programs such as Neighborhood Alert and Operation ID.

LAND USE AND TRANSPORTATION HAZARDS

Goal 1

To reduce or eliminate risk to life and property resulting from land use and transportation hazards.

Policies:

1. Adopt and enforce building codes, ordinances, and regulations which contain design and construction standards based upon specified levels of risk and hazard.
2. Protect the integrity of land uses from potentially adverse effects of industry through the use of zoning controls, performance standards, and site plan review.
3. Seek all available funds to provide needed railroad grade separations and crossing improvements to upgrade protection levels.

4. Coordinate planning efforts which address air navigation and airport hazards in order to alleviate those hazards in metropolitan Stockton.
5. Concentrations of population near natural or man-made hazard areas should be avoided.

EMERGENCY PREPAREDNESS AND HEALTH SERVICES

Goal 1

To develop and enforce health and sanitation, emergency communications, and disaster preparedness programs to ensure the overall health and safety of all residents.

Policies:

1. Ensure that services are available to deal adequately with health and sanitation problems.
2. Ensure that local, State, and Federal health, safety and sanitation laws are enforced.
3. Ensure that adequate emergency treatment and transportation facilities are available to all areas of the City.
4. Coordinate planning efforts with the City and County Offices of Emergency Services and carry out emergency operations as outlined in official emergency preparedness and evacuation plans.
5. Promote public education and awareness pertaining to all hazards and emergency situations which may affect metropolitan Stockton residents.

SCENIC HIGHWAYS

Although State law requires the inclusion of a Scenic Highway Element in every city and county's general plan to protect those areas of unique visual quality viewed from local roadways, it is at the discretion of the municipality to determine which routes, if any, qualify for such a designation. After a review of the highways within its borders, the City of Stockton has concluded that none of the routes have corridors of sufficient scenic interest to justify development of an additional element to the General Plan. It has also been determined that areas of unique scenic value within the City are presently being preserved to a satisfactory degree through appropriate General Plan policies and Municipal Code regulations.



IMPLEMENTATION TECHNIQUES

CODES, ORDINANCES AND STANDARDS

- Zoning Code
- Subdivision Regulations and Site Plan Reviews
- Building, Housing, and Fire Protection Codes
- Civic Design Regulations
- Environmental Reviews
- Performance Standards
- Density Standards

SPECIFIC PLANS AND STUDIES

- Specific Plans for Easements, Streets, and Drainageways
- Specific Plans for Sewer and Water Systems
- Civic Center and Channel Development Plans
- Library Services Plan
- Historic Buildings Survey
- Neighborhood Analysis Program Studies

SPECIAL PROGRAMS

- Capital Improvements Program
- Urban Growth Management Program
- Urban Redevelopment and Code Enforcement Programs
- Annexations Program
- Economic Development Programs
- Infilling Incentives Program
- Agricultural Land Preservation Programs

INTERAGENCY COOPERATION AND COORDINATION

CITIZEN PARTICIPATION AND PUBLIC INFORMATION

MONITORING, REVIEW, AND UPDATING OF PLANS AND POLICIES

APPENDIX I - POPULATION AND HOUSING PROJECTIONS

POPULATION PROJECTIONS

The Stockton metropolitan area had a population of 155,200 in 1960. This population grew to 176,137 in 1975, an increase of 20,917 people or an average increase of .9% per year. The population is expected to increase to 210,602 by the year 2000, an increase of 34,465 people, or an average increase of .8% per year.

Projected Population 1975-2000

	1975. Population	Projected Population		
		1980	1985	2000
North of the Calaveras	57,364	74,081	85,618	107,287
South of the Calaveras	118,773	111,967	108,372	103,313
Stockton Metro Area	176,137	186,048	193,990	210,602

HOUSING UNIT PROJECTIONS

Metropolitan Stockton had a housing stock of 51,285 total dwelling units in 1960. By 1975, the housing stock grew to 66,509 units, a net increase of 15,224 units or an average increase of 2.0% per year. The housing stock is expected to increase to 93,960 total units by the year 2000, a net increase 27,451 total units, or an average increase of 1.64% per year. This growth is expected to occur primarily north of the Calaveras River.

Housing Projections 1975-2000

	1975 Housing	Projected Housing		
		1980	1985	2000
North of the Calaveras	21,049	29,492	35,370	47,249
South of the Calaveras	45,461	43,711	45,961	46,711
Stockton Metro Area	66,509	73,203	81,331	93,960

APPENDIX II - RESIDENTIAL DENSITY STANDARDS

Orderly distribution of the population within the metropolitan area is provided through the establishment of residential land use categories based on densities of dwelling units. All three categories discussed below require basic services such as water, sewer, and drainage systems. For the purposes of the General Plan, density is expressed as the average number of persons or dwelling units per gross acre of residential land. A gross acre includes land taken up by local streets. On the General Plan 2000 map low and medium densities have been combined into the low density residential land use designation.

RESIDENTIAL DENSITY STANDARDS

TYPE OF RESIDENTIAL AREA	DWELLING UNITS/ GROSS ACRE ¹	PERSONS/ HOUSEHOLD	PERSONS/ GROSS ACRE ²	TYPICAL DEVELOPMENT
LOW DENSITY				SINGLE FAMILY SUBDIVISIONS; MOBILE HOMES; AND SINGLE FAMILY PLANNED UNIT RE- SIDENTIAL DEVELOPMENTS
METRO AVERAGE ³	3.8	3.05	11	
RANGE	0-8	—	0-24	
MEDIUM DENSITY				DUPLEXES; TRIPLEXES; AND MEDIUM DENSITY PLANNED UNIT RESIDENTIAL DEVELOP- MENTS
METRO AVERAGE	10.1	2.48	23	
RANGE	9-18	—	22-45	
HIGH DENSITY ⁴				MEDIUM OR HIGH-RISE CON- VENTIONAL OR GARDEN APARTMENT BUILDINGS WITH FOUR OR MORE DWELLING UNITS PER STRUCTURE AND HIGH DENSITY PLANNED UNIT RESIDENTIAL DE- VELOPMENTS
METRO AVERAGE	24.4	1.47	32	
RANGE BY AREA				
AREA A (Downtown)	19-87	—	28-128	
AREA B (South of Calaveras)	19-43	—	28-63	
AREA C (North of Calaveras)	19-29	—	28-43	

- NOTES:**
1. GROSS ACRES INCLUDE RESIDENTIAL LAND PLUS STREET RIGHTS OF WAY.
 2. ACTUAL POPULATION MAY VARY DEPENDING UPON THE AVERAGE NUMBER OF PERSONS PER DWELLING UNIT FOR A PARTICULAR AREA.
 3. AVERAGES SHOWN FOR EACH DENSITY TYPE ARE ADJUSTED AVERAGES FOR THE STOCKTON URBANIZED AREA, AS DERIVED FROM 1975 HOUSING AND POPULATION DATA, AND WILL VARY BY SUBAREA AND OVER TIME.
 4. THE HIGH DENSITY CATEGORY IS BROKEN OUT BY THE ALLOWABLE DENSITY RANGE UNDER A PARTICULAR OVERLAY ZONE AREA (A, B AND C) AS DEFINED IN THE R-3 APARTMENT DISTRICT SECTION OF THE ZONING CODE.

APPENDIX III - GENERAL PLAN-ZONING CONSISTENCY MATRIX

The General Plan-Zoning Consistency Matrix provides a convenient means of identifying those zoning districts that are compatible with land use designations illustrated on the General Plan Map. The matrix is only a guide and is not intended to govern land use decisions. In each circumstance the compatibility of the zone must be analyzed in terms of the General Plan's intent and the unique characteristics of individual zoning proposals.

GENERAL PLAN DESIGNATION

ZONE	GENERAL PLAN DESIGNATION										
	LOW DENSITY RESIDENTIAL	HIGH DENSITY RESIDENTIAL	ADMINISTRATIVE PROFESSIONAL	LIMITED COMMERCIAL	COMMERCIAL	PERFORMANCE INDUSTRIAL	INDUSTRIAL	INSTITUTIONAL	PARKS AND RECREATION	OPEN SPACE AND AGRICULTURAL	MUNICIPAL LANDS RESERVE
R-E	X	●									
R-1	X	●									
R-2	X	X	●								
R-3		X	●		●						
C-R			X		●						
C-F					X						
C-1				X	●						
C-2					X		●				
C-3					X		●				
C-4					X		●				
C-M					X	●	X				
M-P						X	X				
M-1						●	X				
M-2						●	X				
P-L	●	●	●	●	●	●	●	X	X	X	●
A-1							●	●	●	X	X

X Highly compatible zone

● Zoning may be compatible with the General Plan under certain circumstances

Zones that are not compatible with the intent of the General Plan

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